

Initiating the
Albuquerque
East Gateway
Sector Development Plan



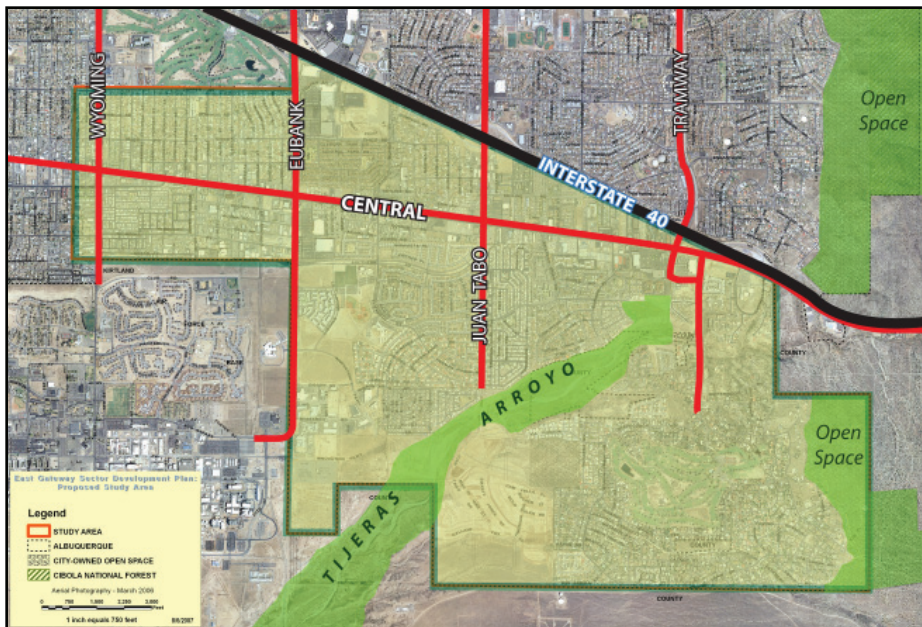
Initial Focus Groups and Public Input
August 7-8, 2007



Prepared for the **City of Albuquerque Planning Department**
by Architectural Research Consultants, Inc. and
Glating Jackson Kercher Anglin, Inc.

INITIATING THE EAST GATEWAY SECTOR DEVELOPMENT PLAN

The City of Albuquerque will be initiating an East Gateway Sector Development Plan process for a part of the City that lies within an area generally bounded by Interstate Highway 40 on the north, Wyoming Boulevard or Moon Street on the west and the city limits on the east and south. (See the graphic below.) Central Avenue is the area's primary east/west street. Short, but important portions of Juan Tabo and Eubank Boulevards are primary north/south streets. Kirtland Air Force Base and Sandia National Laboratories, just southwest of these boundaries, are a dominant presence in the East Gateway area, with approximately 25,000 personnel and employees jointly on site.



The focus group meetings and public workshop summarized in this report dealt with a large general area for the East Gateway, though as planning efforts continue, this focus area may be refined.

The Sector Development Plan process will be a broad inclusive community effort that covers multiple issues. This report describes initial information gathered from an intensive two-day series of focus groups, interviews, and a public meeting with some key stakeholders, technical experts, and members of the community. The report also includes a proposed scope of work. The intent of these meetings was to develop an understanding of the area's issues to ensure that the City and their consultants include appropriate topics in upcoming sector development plan work. This initial information gathering gives the planning team a 'head start' to develop a well-

informed, publicly accessible effort when the planning process officially begins.

To assist with this intensive information gathering and analysis the City hired a consultant team consisting of planners from Architectural Research Consultants Incorporated (ARC) of Albuquerque and Glatting Jackson Kircher Anglin, Inc. of Orlando, Florida.

Sixteen focus groups and interviews and a large public meeting were held August 7 and 8, 2007. Approximately 160 people participated. Participants included

representatives of City departments and regional agencies, business owners, neighborhood representatives, residents, property owners, developers, elected officials, representatives of non-profit businesses, Sandia Labs and others with an interest in the area. (See the participant list at the end of this report.)

On August 9, City staff and the consultant team members met all day to assess collected information and to begin discussions about a possible scope of work to address area issues. The interviews and meetings summarized here are a first step to understanding area issues and assets that will inform solutions later in the planning process. The Sector Plan process will develop a broad vision based on community participation. It is not the intent of an East Gateway Sector Development Plan to change functioning and positively contributing parts of the community or to follow predetermined solutions. Ideally, East Gateway Sector Development Plan objectives will be based on community assets. The planning process will delve into and work to resolve challenges that might impede positive change.

SUMMARY OF FINDINGS

The values and issues identified by the public and the information derived from focus group meetings and interviews will help to guide the scope of an East Gateway Sector Development Plan. Although the issues presented below will not be the only areas explored in the Sector Plan process, they represent some of the major points made throughout the two-day meeting process.

Aesthetics are a concern. There is a widespread feeling that the look and feel of the Central Avenue corridor is an impediment not just to its revitalization, but also to positive change in the East Gateway area as a whole. Central Avenue should be transformed into a pedestrian-friendly environment that serves the community and its visitors while improving the business climate. This eastern gateway to Albuquerque should be improved.

Crime and safety influence the community's sense of ownership and pride, although a more established police presence can help with that. Crime spots are happening where community confidence has faded. Issues stemming from homelessness also concern residents.

Affordable housing that does not detract from the community's worth or coherence is needed.

Motorized and non-motorized circulation is important and essential, but new ways to do it should not be disruptive to the community.

Diverse commercial services, retail, and emergency and routine medical services should be provided.

SECTOR PLAN WORK RECOMMENDATIONS

Based on information gathered during the two-day scoping event, the City will develop a detailed scope of sector development plan work that includes identifying a sector plan study area, special studies, timeframe for completion, and public involvement process. The meeting input summarized in this report provides a foundation for how sector development plan work can be done. This information will ensure that the sector plan serves the East Gateway community and helps make East Gateway a healthy, vibrant part of Albuquerque.

URBAN DESIGN / LAND USE

1. Based on initial and continued public outreach, identify assets in the community and the goals and expectations of the sector plan.
2. From an analysis of existing conditions, analyze the likelihood that change is possible, identifying areas where change will most likely not happen (no change), where change is likely only to be incremental, and where change is more likely or where the physical conditions suggest that change could positively enhance the area.

3. Through an open and interactive public participation process using a focused urban design workshop activity, identify special character districts in the East Gateway study area and develop visions for the physical appearance of each.

4. Identify appropriate zoning and land use patterns for East Gateway.

ECONOMICS

5. Evaluate and analyze market trends impacting the corridor and recommend opportunities for revitalization and redevelopment, describing future projects that can lead the revitalization, and recommending the appropriate implementation steps.

TRANSPORTATION

Traffic

6. Prepare a general circulation evaluation, looking at traffic, congestion, movement patterns and the nature of vehicle trips (regional, local and a combination of the two). Base this analysis on the following data and information (each is listed with the agency that will provide this information):

- Crash Data – University of New Mexico
- Sub-Regional Traffic Model – Mid-Region Council of Governments (MRCOG)
- Select Link Analysis – MRCOG
- Existing Traffic Counts/Turning Volumes - MRCOG
- General Intersection Vehicle Level of Service (LOS) Assessment

7. Make recommendations for connectivity and network enhancement so that major roads aren't the only choice in completing trips. Include appropriate measures for traffic calming to make sure that traffic using the local network does not adversely impact neighborhood quality of life and that it moves slowly and safely.

8. Develop a summary of community principles and guidelines for the evaluation of any potential east-west corridors in the East Gateway area.

9. Develop a conceptual streetscape plan for the Central Avenue Corridor, including streetscape, key pedestrian and bicycle improvements, bus shelter locations, and potential inclusion of future streetcar service. Examine and make recommendations for vehicle lane configuration, including number and width of lanes. Conduct a micro-simulation analysis to evaluate the performance of this corridor from a traffic operations perspective.

10. Develop an East Gateway truck freight staging analysis for Tijeras Pass/I-40 closures.

Transit

11. Document pedestrian access to transit from ABQ Ride data concerning transit routes and stops. Identify needed pedestrian improvements for access to transit stops.

12. Develop a general study of transit-oriented development potential for Tramway & Central. This will inform a potential, more detailed study to be conducted by ABQ Ride.

Pedestrian

13. Develop a general pedestrian circulation plan and identify key areas of improvement within the East Gateway area.

14. Develop conceptual designs for sidewalks and other improvements for walkers. These may be for particular street segments where improvements are needed and should also serve as general guidelines for improving pedestrian facilities throughout the East Gateway area.

15. Develop a Conceptual Streetscape for Central with recommended pedestrian improvements (see Item 9).

Bicycle

16. Develop an overall evaluation of bicycle circulation, including an assessment of bicycle suitability along Central Avenue from Eubank Boulevard to Tramway Boulevard.

17. Prepare an inventory of trails and bicycle lanes. Make recommendations for additions to the system and prioritize capital financing to complete already proposed improvements.

18. Develop a Conceptual Streetscape for Central (see Item 9).

SAFETY

19. Develop a Crime Prevention Through Environmental Design (CPTED) evaluation based on both conditions of the existing physical environment and programmed development. This evaluation will explore landscaping, street connectivity, and other topics.

PARKS

20. Conduct a Parks Service Area Assessment, identifying underserved areas and opportunity sites for additions and enhancements to the parks system.

SUMMARY OF AUGUST 7-8 FOCUS GROUPS AND INTERVIEWS

Transit, Pedestrian and Bicycle Facilities

Transit is an important East Gateway issue. The Central Avenue Route 66 bus route has the most riders in the ABQ Ride system. Introduction of the Rapid Ride service, a faster bus service on Central with fewer stops, has resulted in reduced service levels on the regular Central route. Rapid Ride's eastern service limit is currently Wyoming Boulevard, leaving East Gateway riders with slower service and longer waits. ABQ Ride is studying

the possibility of extending Rapid Ride service further east to provide greater connections for the East Gateway study area to downtown Albuquerque. This service could tie into a potential park-and-ride facility behind the Albertson's supermarket at the Four Hills Shopping Center or another site to allow easier transfer to transit service from outside the ABQ Ride service area. The City of Albuquerque has explored the possibility of a transit-oriented development study for this site to help anchor the eastern end of Central Avenue and to create higher ridership potential for transit service.

No East Gateway multi-purpose trails or bicycle lanes are currently scheduled for funding in the City's 10 year Capital Implementation Program, but some have been programmed in the 2030 Metropolitan Transportation Plan. Existing and proposed multi-purpose trails and on-street bicycle lanes and routes are shown in a number of places: the Trails and Bikeways Facility Map, the Long Range Bikeway System Map, and the 2000 Comprehensive On-Street Bikeways Plan. The Greater Albuquerque Bicycle Advisory Committee and the Greater Albuquerque Recreational Trails Committee are the two advisory boards that initially review bicycle facility and trail proposals before recommending them to City staff, the State, Bernalillo County, and the Mid-Region Council of Governments to be included in long-range transportation plans.

Though the area includes some assets for cyclists, particularly the Tramway Trail, bicycle facilities in the East Gateway are not seen as providing a complete circulation network linking residential and employment areas. Bicycle advocates and planners believe that an area evaluation of existing bicycling conditions would contribute to the East Gateway planning effort. Bike ABQ, a non-profit advocacy organization, promotes motorist education and awareness and employer assistance for bicycle storage and end-of-trip facilities. Currently the organization is working to coordinate and integrate overlapping bicycle planning efforts undertaken in the past by the City with the Mid-Region Council of Governments bikeways map.

Central Avenue, Eubank Boulevard, and Juan Tabo Boulevard are generally considered to be poor environments for walking. The Central Avenue sidewalk area is narrow and lacks street trees. All the major streets lack convenient and safe crossing opportunities. Several focus group, meeting, and interview participants indicated that Central Avenue pedestrian crossings are needed at Moon Street and Elizabeth Street.

Transportation and Traffic

Roads and vehicle circulation are major concerns in the East Gateway area. In general, the roadway network is constrained from easy expansion by several dominant area features: Kirtland Air Force Base, the Tijeras Arroyo, City Public Open Space, and Federal Lands in the Manzano Mountain foothills.

Traffic congestion and inefficient, annoying and unsafe circulation patterns are important issues both to residents and transportation officials. One major concern with traffic is access to and from Kirtland Air Force Base. It is generally perceived that limited entry into the base property through security checkpoints has delayed traffic on Eubank Boulevard and increased travel time for area residents, even those not traveling to the base. In addition, reliance on Eubank Boulevard as a major connection from Kirtland Air Force Base, Sandia National Laboratories and the nearby Science and Technology Research Park has caused traffic congestion issues at the Eubank/Central intersection. Although many employees of these facilities do not ultimately make trips on Central, the burden of regional trips that this intersection bears has raised questions about alternative routes.

Many area residents expressed opposition to a connecting roadway that would generally follow the course of the Tijeras Arroyo. This is a concept that was introduced in the Singing Arrow Sector Development Plan adopted in 1983. The Tijeras Arroyo is designated an Open Space Arroyo in the Facility Plan for Arroyos adopted in 1986. A major roadway within Tijeras Arroyo boundaries is contrary to Arroyo Public Open Space designation

with its objectives of passive recreation, wildlife protection, and water recharge.

The original design concept for Southern Avenue was intended to distribute traffic to and from the Kirtland/Sandia area via Southern to Juan Tabo Boulevard. The transition from Southern to Juan Tabo Boulevard has been only partially constructed, so that the issue of east-west connectivity remains.

Central Avenue is one of the primary elements of the East Gateway area. Transportation and hydrology officials and neighborhood leaders discussed concerns they have for treatments to its streetscape and roadway geometry in the future. Presently Central is maintained by the City of Albuquerque and is subject to Albuquerque's property access regulations. The current policy on access is that one to two driveways per 300 feet will be allowed, though as many residents have pointed out, driveways are currently located more frequently. Such conditions present a dangerous environment to bicyclists and pedestrians on Central. Agency representatives have mentioned the possibility of cross-access agreements as a way to reduce the driveway spacing on Central and improve the pedestrian environment.

Many area residents noted problems with drainage infrastructure in the area, particularly near the Tijeras Arroyo. Although the drainage system of the area is built for 100-year flood events, it depends on east-west streets acting as major flow-ways. Any changes to the design of these streets may affect overall drainage capacity. Particular details of the drainage infrastructure, especially in street-level storm water collection, have caused problems for area residents and businesses. Some drainage problems exist in the Four Hills area and the Singing Arrow neighborhood.

Housing

Housing age and type throughout the study area is varied. Housing in East Gateway neighborhoods range in age from the mid-twentieth century to those built

within the last five years. Some are still in construction south of the Tijeras Arroyo at the southern end of Juan Tabo Boulevard and additional home development may be approved there. Neighborhoods have single-family detached homes, multi-family buildings, and mobile homes.

While home ownership is high in many neighborhoods of the East Gateway area, many households rent. The perception of rental housing in the East Gateway area has suffered due to crime hot spots and some poorly maintained properties. These properties tend to have lower rents and are a practical option for many low-income families. However, the problems associated with rental housing have given residents little incentive to take ownership in the surrounding neighborhood. As a result, tenant turnover is high and the sense of community found in some of East Gateway's neighborhoods has not been strong. Some residents feel that rental properties in the area are in a downward spiral of decreasing rents, providing less incentive for landlords to properly maintain units.

By contrast, the East Gateway area also includes many stable and some relatively affluent areas, especially the Four Hills neighborhoods in the far southeast corner of the East Gateway area. The housing in these areas is predominantly owner-occupied.

The City's Department of Family and Community Services (DFCS) has just completed a needs assessment of affordable housing that examines the city by community planning area. The 'East Gateway Community Planning Area' referred to in the needs assessment is larger than the Sector Development Plan study area. Census tracts within the Sector Development Plan study area have large populations of low to moderate-income residents who may need housing assistance of various types. There are no City-funded housing efforts currently underway in the East Gateway area, although DFCS and many residents have acknowledged a need for permanently affordable housing in the community.

Public Safety

Residents of the East Gateway area are generally concerned about safety from crime, although most say that crime occurs in concentrated places. In many conversations with neighborhood leaders and representatives of local organizations, the subject of crime was linked to the overall aesthetic appearance of the East Gateway corridor. While crimes may be concentrated in a few 'hot spots,' the generally poor appearance of Central Avenue and other parts of the East Gateway is perceived to be a barrier to community pride and ownership that many see as an important early step to crime control.

The Albuquerque Police Department has a series of proactive programs intended to foster a safer environment through community-oriented policing, better screening of potential rental tenants, and a focus on nuisances and potential causes for crime. Its Crime-Free Multi-Family Housing program certifies apartment complexes that have reduced their service calls, and the Criminal Nuisance Abatement program has helped to identify businesses and properties that have fostered criminal activity, resulting in certain cases of City acquisition.

The Police Department has also been actively promoting a positive image of its officers and community partners and allies, most notably through an elementary school mentorship program, a bicycle patrol unit that allows officers to make more immediate contact with residents and visitors to the area, a Citizens' Police Academy, and classes offered at the Community and Intergenerational Centers.

The focus group representatives of the Albuquerque Police Department expressed a wish for a police substation or other police facility serving the immediate area.

Schools and Community Facilities

Public schools in the area face the challenges of a transient population even though many of the neighborhoods around them are relatively stable. School officials

see Central Avenue as a problem for the area in that its negative image has adversely affected the public perception of their facilities. Highland High School, which is not in the East Gateway study area but serves a large portion of its population, and Kennedy Middle School see this problem most acutely.

Many of the greatest concerns of the school officials who met with the City were not directly related to schools themselves. Issues involved choices in housing options in school areas, the walking environment of routes to schools, and the availability of safe, reliable public transit for students living outside school bus service areas.

The area's public schools have highly diverse populations and, while this has presented students with new opportunities for learning about one another and growing up in a tolerant community, school officials are concerned that some families may have language barriers and other issues preventing them from interacting with the schools. School officials also point to the relative proximity of other educational and community-serving institutions, especially the University of New Mexico and the Central New Mexico Community College, and emphasize the need for a safe and attractive walking and transit realm so that students can take advantage of these opportunities.

Two principal community centers serve the area: the Manzano Mesa Multi-Generational Center and the Singing Arrow Community Center. Manzano Mesa is a newer facility that is popular throughout the city for its focus on multi-generational programs. It is busy and well staffed, offering a diverse range of programs including foreign language education, athletics, dancing and general community meetings. The Singing Arrow Community Center is a smaller facility focused on youth programs. It offers before and after-school programs that primarily serve Manzano Mesa and Eubank Elementary schools, the Native American Academy, a charter school located at Wilson Middle School, and families within walking distance of the center. It also accommodates neighborhood association meetings and classes for immigrant groups. Although it is a smaller center, its staff

point out that it maintains a strong relationship with the nearby schools, encourages community use of its adjacent park and enjoys a high level of participation from parents.

Parks and Open Space

Residents and City staff agree that the East Gateway area could use additional park space. Focus group and interview participants mentioned some park opportunity sites near Central Avenue.

Privately owned land in the Tijeras Arroyo is interspersed with publicly owned open space. The Tijeras Arroyo forms a band of native plants and animals through the East Gateway area. It is accessible until it passes through Kirtland Air Force Base land where it is off-limits to the public. Many citizens see the arroyo as a valuable natural resource that should be preserved for public use and enjoyment,

The Facility Plan for Arroyos indicates that the Tijeras Arroyo area is appropriate for passive recreation such as walking and horseback riding. No trails are currently shown near the Tijeras Arroyo on the Regional Trails map, although a proposed primary trail is shown above it.

Economic Development and Job Creation

The businesses occupying much of the land along Central Avenue in the East Gateway area are automobile sales and service, recreational vehicle sales, and mobile home sales. The dominant area employment center is to the south: Kirtland Air Force Base, the Sandia National Laboratories and the Science and Technology Office Park providing support services to Sandia.

Kirtland Air Force Base (KAFB) is a dominant presence, housing 15,000 personnel and employees. It shares its location with Sandia National Laboratories, a federal government institution established through the U.S.

Department of Energy, which also does work for the Department of Defense, the Central Intelligence Agency, the Federal Aviation Administration and many other federal agencies. Sandia employs approximately 8,500 people full-time and approximately 3,000 additional contract employees. Approximately 10,000 employees associated with Sandia work on-site at KAFB. Many people connected with the base or Sandia live in the East Gateway area.

In the past, Sandia had limited interest in the appearance and functionality of its own facilities and the surrounding area. In today's more competitive climate, Sandia is concerned that the retirement of its largely Baby Boom era workforce will lead to employee shortages difficult to fill. Staff from the labs noted that employee expectations for workspace and community environment have increased with younger generations. Sandia planners believe that in order to hire the brightest and most capable future employees, on-site working conditions and an attractive East Gateway area are necessary. Sandia planners also believe that East Gateway appearance significantly affects Sandia's ability to attract new investors and partners.

The economic activity that Sandia generates has created opportunities for support businesses, both high tech and other. These opportunities are being promoted and nurtured by the City's Economic Development Department.

Economic development professionals envision the development of a business incubator facility to support general-purpose retail and other business establishments. These facilities encourage potential business owners to pursue their interests, providing moderate rents for start-ups. A single facility where technical assistance and training are available can be a visible statement of confidence in the area's ability to support small businesses.

The Sirolli Institute STEPS program has been active west of the East Gateway area on a contract funded by grants from the City and other organizations. Sirolli's

mission is to develop wealth in the community by supporting small start-up businesses. Though the program has focused its energy west of Wyoming Boulevard, the Institute will work with interested parties anywhere in Albuquerque.

Many small businesses are successfully operating in East Gateway. They share many of the same concerns as others, but are particularly concerned about potential land use regulation changes that could limit their ability to continue their businesses.

Generally, the different parties involved in economic development are concerned about the lack of business diversity; namely, that insufficient neighborhood-supporting businesses are keeping employers from locating in the area. They are also concerned about the overall appearance of the East Gateway. Office and commercial rents are relatively low, but building quality is poor and the image that this presents is seen as unappealing to potential customers. Assistance on these issues is available through façade improvement grants, although economic development stakeholders would like to see the development of a business action team that works actively with the Science and Technology Park, Kirtland Air Force Base and area lending institutions to develop long-lasting partnerships and identify alternative funding sources.

In addition to the concerns from economic development professionals, area residents and employees expressed a similar need for a greater number of small neighborhood-serving businesses, especially drugstores, restaurants, grocery stores, and general merchandise stores.

Development and Redevelopment Potential

Generally, community members and public agency representatives see Central Avenue and a few other parts of the area as good revitalization candidates. The Four Hills shopping center, though it hosts viable businesses, does have opportunities for revitalization and its proximity to the parking facility where a transit-oriented development

is being considered makes it a viable location for larger-scale development. The Juan Tabo Boulevard/Central Avenue area has some vacant properties and could be re-developed. Other parts of the Central Avenue corridor within the East Gateway study area have potential for more active uses.

Perceived barriers to area revitalization were echoed throughout the focus groups and public meeting. Disinvestment from absentee landowners and general vandalism and neglect give the Central Avenue corridor a negative image. The negative image does little to encourage motorists leaving Interstate 40 to support corridor businesses. Though there are many opportunities for revitalizing properties and improving the business environment, the majority of businesses along the corridor are small in scale and securing necessary funding or other capital needed for redevelopment is a significant burden.

East Gateway is an established part of Albuquerque. Redeveloped business properties in established parts of the City like East Gateway must pay impact fees for public safety. Residential redevelopment requires impact fees for public safety and parks. Redeveloped properties within designated Metropolitan Redevelopment Areas pay no impact fees at all.

In other parts of Albuquerque the opening of large-scale general merchandise retailers such as Wal-Mart and Costco challenge small businesses. East Gateway business owners and residents have expressed concern that these large retailers siphon much-needed business demand from the Central Avenue corridor.

The City sees the need for better transit and urban mobility as another important issue for Central Avenue. Streetcar service or extension of the Rapid Ride Bus along Central is being explored, although these efforts have only been discussed at a conceptual level and have not been fully planned. The proposed Transit Oriented Development study adjacent to the Four Hills shopping

center offers an opportunity to tie transit service into any future redevelopment of this site and suggests it as an important location.

One challenge to the establishment of a more complete community-serving business center along Central Avenue is the lack of medical facilities, emergency services, visible law enforcement, and banks. The presence of fundamental public institutions would be a sign of confidence in the area.

THE PUBLIC MEETING: PRESENTING IDEAS AND HEARING THE COMMUNITY'S FEEDBACK

The City and its consultants presented some of these initial findings to the public on August 8, 2007 at the Singing Arrow Community Center. The high degree of public turnout reflected the community's strong interest in many of the East Gateway area's issues and concerns that a Sector Plan for the area would adequately express their wishes for the area. Generally, the concerns stated by the public reflected many of the concerns noted by public agency representatives and other East Gateway stakeholders during the preceding two days of focus group meetings. Residents are concerned about crime and safety, good schools, open space and parks, and the general image of their community. Early community involvement in considering the issues of the Sector Plan is essential to developing a useful plan.

Overview of the Activities

City staff opened the evening presentation by stating that the official planning process for the East Gateway Sector Development Plan had not yet begun. The purpose of the August 7 and 8 focus groups, interviews, and meeting was to learn more about the area and hear concerns from the public. This input would help to define the objectives of a sector plan once the planning process begins.

Community Values

The meeting facilitators invited participants to share what they most value in a community, including elements that do or do not exist in the East Gateway area today. The intent of this exercise was to elicit a broad community vision, from the infrastructure that accommodates daily functions to the amenities and character that enrich quality of life. Participants were invited to write down three different values, expressed as a concise word or phrase, on Post-It notes. The meeting facilitators then organized these thoughts by general themes.

The general themes or values summarized here are followed by the number of statements about that subject that meeting participants wrote down:



The community meeting allowed residents and other members of the East Gateway community to offer additional input that will help to guide the content of the Sector Plan.

- **Low Crime and Safety in the Community** (48)
- **Aesthetics and an Attractive Community** (34)
- **Healthy Businesses** (34)
- **Good Transportation and Transit** (33)
- **Plentiful Parks and Open Space** (27)
- **Schools and Community Facilities** (19)
- **Landowners Who Care for Property** (16)
- **Restaurants and Entertainment** (11)
- **A Good Image for Central Avenue** (9)

The meeting facilitators explained that this exercise lets planners know what a community values, beginning with a focus on assets that the community wishes to develop or has to some degree.

Presentation

A consultant from Glatting Jackson gave an overview of what a sector planning process can be for a community, particularly as it concerns tying the revitalization of an



By listing values for a place to live and work, members of the community started a discussion about what they have now that makes their community a place they want to live and what they would like to see to make it better. This listing helps to identify assets in the community. It advances the discussion to resolve issues.

area and its major corridor to a balanced transportation network supporting transit, pedestrians, bicycles and a healthy business climate.

Key Issues

Meeting participants continued their discussion by articulating key issues that should be taken into consideration when the sector plan process begins. Meeting facilitators wrote participants' issues on large sheets. Participants then used color dots to cast six votes for issues they felt were most important. Participants were allowed to use multiple votes for individual issues. Due to crowded meeting room conditions, some participants left before the voting exercise.

The evening's facilitators used this voting process to gauge which issues had the most momentum and meaning in the community at the time of the meeting. All of these issues will be reintroduced for discussion and possible expansion when the planning process for the Sector Development Plan begins.

Beautification and Cleanup of the Area (54 votes)

Police Substation (32 votes)

New Residential Development is Too Dense
(31 votes)

Retail Diversity (30 votes)

Pedestrian-Friendly Environment (e.g. shade trees, lighting) needed to support businesses
(30 votes)

Improve the Gateway from the East (30 votes)

Homeless Population (25 votes)

Medical Facilities Needed (24 votes)

Promote Community-Oriented Businesses
(24 votes)

Emergency Services (22 votes)

Keep Roadways Out of Arroyo (21 votes)

Truck Storage in Storm Events (19 votes)

Neighborhood Cleanup (19 votes)

Traffic Flow on Central and Southern (17 votes)

Minimize Cut-Through Traffic in Neighborhoods
(16 votes)

Need Local High School and Middle School

(16 votes)

Access to Government Services *(13 votes)*

Control Prostitution Problem *(13 votes)*

Better Services for Homeless and Transient People

(12 votes)

Complete Public Works Projects *(10 votes)*

Reliable Mass Transit *(10 votes)*

Manage Residential Growth *(9 votes)*

Assisted Living for Seniors *(7 votes)*

Cultural Facilities *(7 votes)*

Too Many Cheap Hotels *(7 votes)*

Restricting Unwanted Land Uses *(6 votes)*

Community Involvement and Support from Real Estate Industry *(1 vote)*



Participants at the community meeting had an opportunity to share issues that they felt were important. They were then invited to cast votes on them, each participant getting to vote up to six times. The results provided a sense of the issues that had the greatest importance or concern to members of the community.

WORKSHOP FACILITATORS

Paula Donahue, *City of Albuquerque Planning Department*

Ingrid Biel, *Architectural Research Consultants, Inc. (ARC)*

Troy Russ, *Glatting Jackson Kercher Anglin*

Joel Mann, *Glatting Jackson Kercher Anglin*

LIST OF STAKEHOLDERS/FOCUS GROUP PARTICIPANTS

Councilor Don Harris

Isaac Padilla, *Council Staff*

Transportation and Infrastructure Focus Groups

Andrew DeGarmo, *ABQ Ride*

Ben Savoca, *Bike ABQ*

City of Albuquerque Department of Municipal Development

Theresa Baca (Transportation)

John Hartmann (Transportation)

Dan Hogan (Hydrology)

Roland Penttila (Transportation)

Ed Stang (Transportation)

City of Albuquerque Planning Department, Development and Building Services Division

Tony Loyd (Transportation Development Section)

Wilfred Gallegos (Transportation Development Section)

Brad Bingham (Hydrology Development Section)

Mid-Region Council of Governments

David Pennella

Mark Sprick

Housing Interview

Elizabeth Dwyer, *City of Albuquerque Family and Community Services Department*

Public Safety Focus Group

Lt. Allen Banks, *Albuquerque Police Department*

Sharanne Fisher, *Albuquerque Police Department*

Schools Focus Group

Nikki Dennis, *Principal, Highland High School*

Angela Gonzales-Carver, *President, New Mexico Parent-Teacher Association*

Parks and Open Space Focus Groups

City of Albuquerque Parks and Recreation Department

Sandy Zuschlag (Parks Division)

James Lewis (Open Space Division)

Jim Sattler (Open Space Division)

Kent Swanson (Open Space Division)

Economic Development and Metropolitan Redevelopment Focus Groups

Steve Whitman, *Sirilli Institute STEPS Program*

Dierdre Firth, *City of Albuquerque Economic Development Department*

Gabe Rivera, *Metropolitan Redevelopment Agency*

Councilor's East Gateway Steering Committee

Jim Clinch, *Sandia Science and Technology Park*

Jeff Jesionowski, *AMC Development*

Richard Mabry, *Four Hills Private Community*

David Orwat, *Residential Rental Property Owner*

National Association of Industrial and Office Properties (NAIOP) Interview

Chris Willadsen, *SMPC Architects*

Area Business Owners

Cathy and David Lawrie, *Composite Tooling*

Karen Fox, *Rainbow Sands*

Brian Nigg, *Desert Star*

Buddy Wheet

Ben Ulibarri, *Ulibarri Construction*

Tom Ligget

Bud Leonard
Carolyn Neuber, *Excel Screen Printing*

Sandia National Laboratories Focus Group

Ralph Cipriani
Jim Alsup

Singing Arrow Community Center Interview

Cristin Chavez, Manager

East Gateway Coalition of Neighborhood Associations Focus Group

Jim Alsup, *Four Hills Village*
Tom Conley, *North Four Hills Neighborhood Association*
Mike Davidson, *Singing Arrow*
John Doran, *Tomasita Neighborhood*
Joe Koprivnikar, *Hidden Valley Homeowners Association*
Paul Kinahan, *Coronado Terrace Homeowners Association and Tijeras Arroyo Neighborhood Association*
Geneiva Meeker, *Villa Serena Four Hills*
Martina Mesner, *Singing Arrow*
Roger Mickelson, *East Gateway Coalition and Four Hills Village Homeowners Association*
Kate Olsberg, *Executive Hills*
Denise Pisto, *Pinon Creek Townhomes*
Rose Sena, *Singing Arrow Neighborhood Association*

PUBLIC MEETING PARTICIPANTS

The City Planning Department sent over 6,000 postcard meeting invitations to addresses of property owners listed by the Bernalillo County Assessor and businesses listed on the New Mexico Business Registry within the area roughly between I-40 on the north, Wyoming on the west, and City limits on the south and east. They sent another 37 letters to representatives of neighborhood and homeowners associations located within and surrounding the boundary described above. The following names were transcribed from signatures on the 9 meeting sign-in sheets. There may be misspellings.

Reg and Molly Baldwin	Z. With	Roger Mickelson
Peter Wells	Roger Wittler	Lois Stearns
Isabel Castillo	Emily DeWolf	Michael Barns
Mary Castillo	Charles Hall	John Daugherty
Paula Neri	Scot Cushman	Ruth and Fred Smith
Marc and Patti Schneider	Reba Wejak	Ian Aeny
Eleya Spinar	Frank and Patti Comiskey	Julia Vertrees
Christel Wittler	Nellie Burns	James Brackon
Ascenzi's	Paula and Robert Gordon	Amy Schrebre
Lucia Munoz	Neal Dragberg	Tom and Cyndy Tipps
Laurie Estrada	Lois Smoker	Pauline and Rick Bauer
Mike and Charline Baitz	Janet Faulhaber	Dominguez Jr.
D. McClelland	Phyllis Dinkel	Linda Gahan
Clay and Violet Whetstone	Ruth Burch	Linda Cherry
Alvaro Lozano	Barbara and James Witt	Mehran Hakhamian
Linda and Bob Williams	Deb Walters	Buddy Wheet
David Orwat	Julia Stone	Carol Breen
Tom Conley	Pat and Joe Zmuda	Rose Sena
Mori Jefari	Dan and Shirley Winckel	Maria Duran
Patrick Gutierrez	Leah Sichel	Theresa Sanchez
Kay Nordeen	Melody Cushman	Dale Frazier
Sissy Drain	Carlton Canaday	Roger Umber
John Myers	Jim Alsup	
Wynona Dreuss	Jeff Gluth	
Marge and Paul Martinez	Harmin Sian	
Debra Smeker	Sal Kare	
Brenda Winff	Woessner	
Kay Lawson	Karen Gibbs	
C. Wayne Garner	Dannelle and Brad Gundlach	
Viola Castillo	Jan Demay	
Ken and Esther Starr	John Doran	
Bob Arregnia	Jim Baca	
Paul Heck	Kahil Joseph	
Mary Carol	Gary Smith	
George and Mary Jacobson	Elma Villanueva	
Jolene Puckett	Geneive Meeker	